

Meeting Agenda

Welcome

- 6:00 pm Sign In
- 6:15 – 6:45 pm Presentation
- 6:45 pm Open House
- Adjourn by 8:00 pm

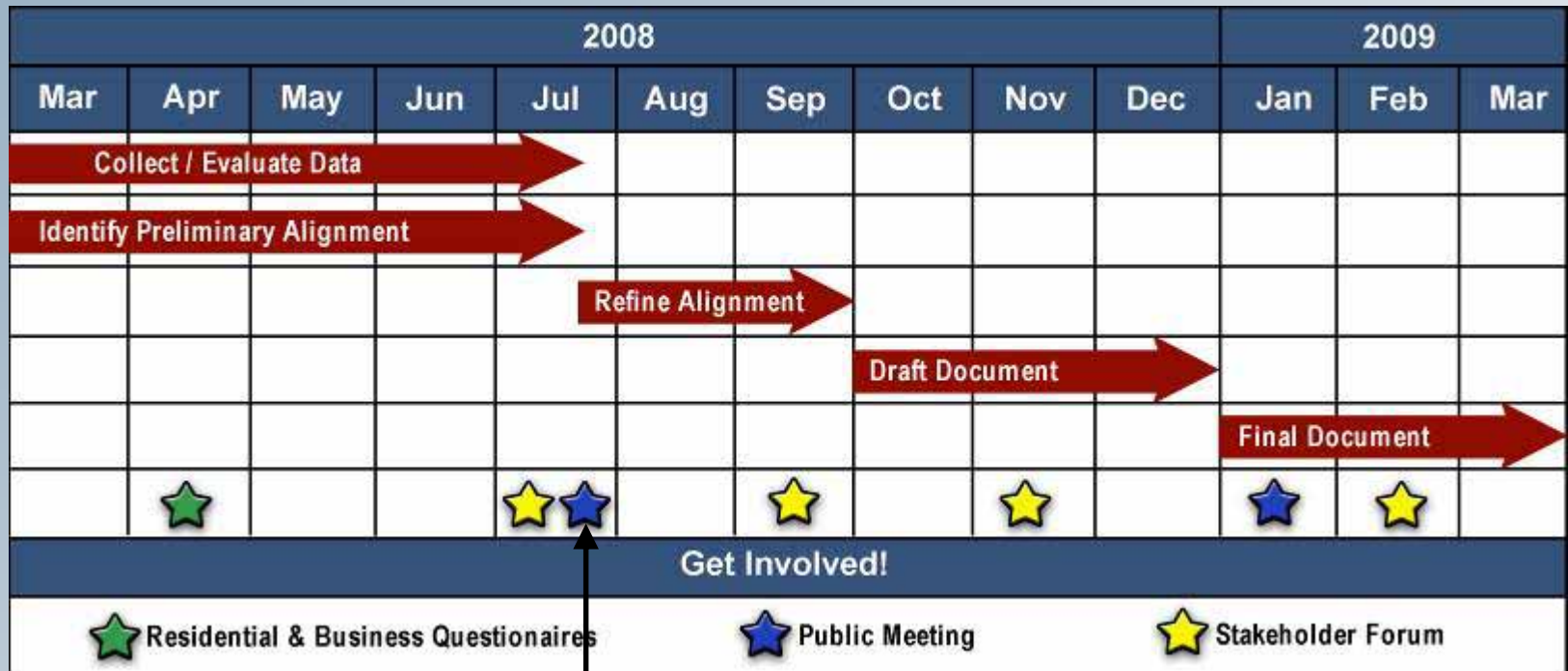


Meeting Purpose

- Introduce the project
- Discuss future traffic conditions
- Review issues and concerns
- Gather public input
 - Issues / concerns
 - Potential improvements



Study Process



— We are here!

- State Environmental Study (state funded project)
- Preliminary engineering concepts to estimate impacts
- Design / construct in stages based on available funding

Project Purpose

- Improve east / west traffic flow conditions and level of service (LOS) on SR-30 for the design year 2035
- Direct connection of SR-30 and US-89
- Reduce SR-30 delays on Main Street



Project Needs

- CMPO Long Range Plan – Realign / 5 lanes
- Logan Transportation Plan – Realign / 5 lanes
- **Traffic Analysis**
 - Determine where SR-30 traffic is going to / from
 - Determine existing capacity of SR-30
 - Forecast traffic increase for the 2035 design year
 - Determine capacity needs to accommodate traffic demand by 2035
 - Evaluate Main Street delays caused by SR-30 traffic (overall average delays at 400 North and 200 North intersections)

Public Input

- Residential / Business Questionnaires
- Phone Hotline
- Newsletters, Website
- Stakeholder Forum Group
- **Public Meeting**
- Informal Meetings / Discussions
- Public Hearing



Residential Questionnaires

- Mailed to residents along 400 North
- Available on website and at public meetings
- Help focus the study on what's important
- Help project team better understand neighborhood characteristics
- 35 received to date
- School council also sent survey



Questionnaire Responses

Issues and Concerns

- Safety of children going to school / church
- Loss of yard / mature trees / parking
- Disrupt quiet neighborhood / affordable housing
- Rentals, rezoning
- Increased crime rates
- Inconvenience during construction
- Communication
- Compensation



Questionnaire Responses

Suggestions

- Improve north / south roads instead
- Let traffic find its own way, enforce speed limit
- 200 North / 400 North one-way couplets
- Realign route along 100 East to 400 North
- Add turn lanes and signals



Questionnaire Responses

Suggestions (Continued)

- New tree / shrub barrier, guest parking each block
- Compensation, let residents know options
- Restrict trucks
- Change bus routes
- Minimize impact, keep trees, and finish sidewalks
- More open meetings, take comments to heart



Business Questionnaires

Responses (4 returned)

- Need parking in front of business
- Need access to spring across road
- Prefer less traffic in front of business
- Add signal at 400 North / 1000 West
- Leave SR-30 as is



Stakeholder Forum Group

- Group of individuals selected to represent stakeholders
 - Residents and businesses
 - Local entities, UDOT, other State agencies
- 3 to 4 interactive workshops
- Review preliminary findings
- Provide feedback
- Help exchange information
- First meeting held July 29, 2008

License Plate Survey

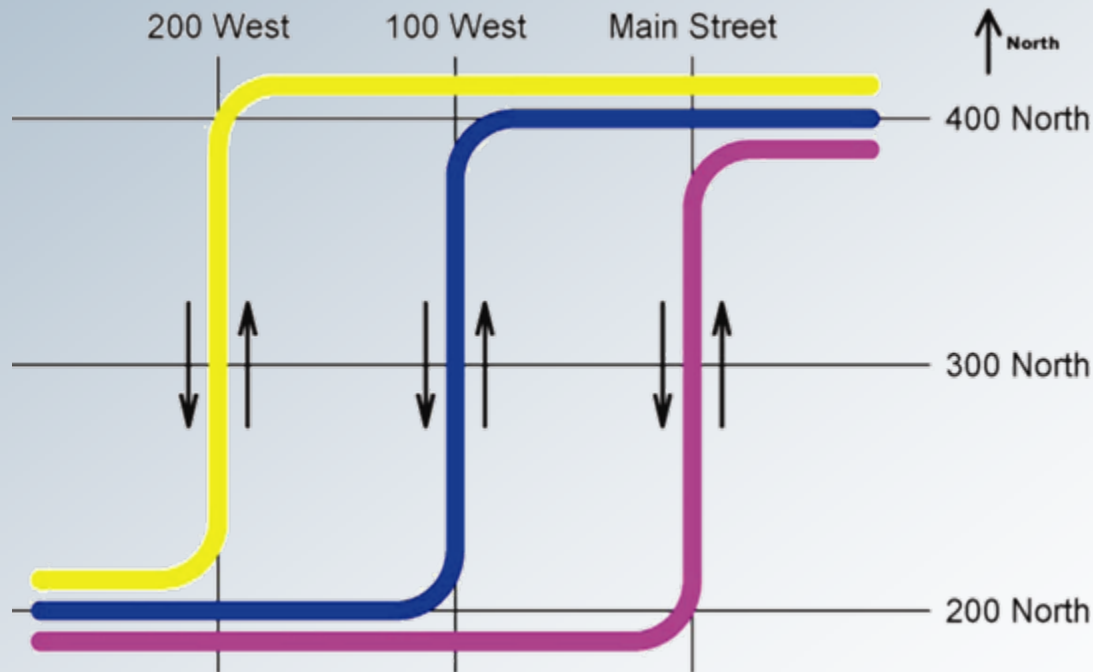


License Plate Survey Results

- About $\frac{2}{3}$ of SR-30 traffic benefits from SR-30 if realigned to 400 North
- About $\frac{1}{3}$ of SR-30 traffic has a destination along or south of the existing 200 North

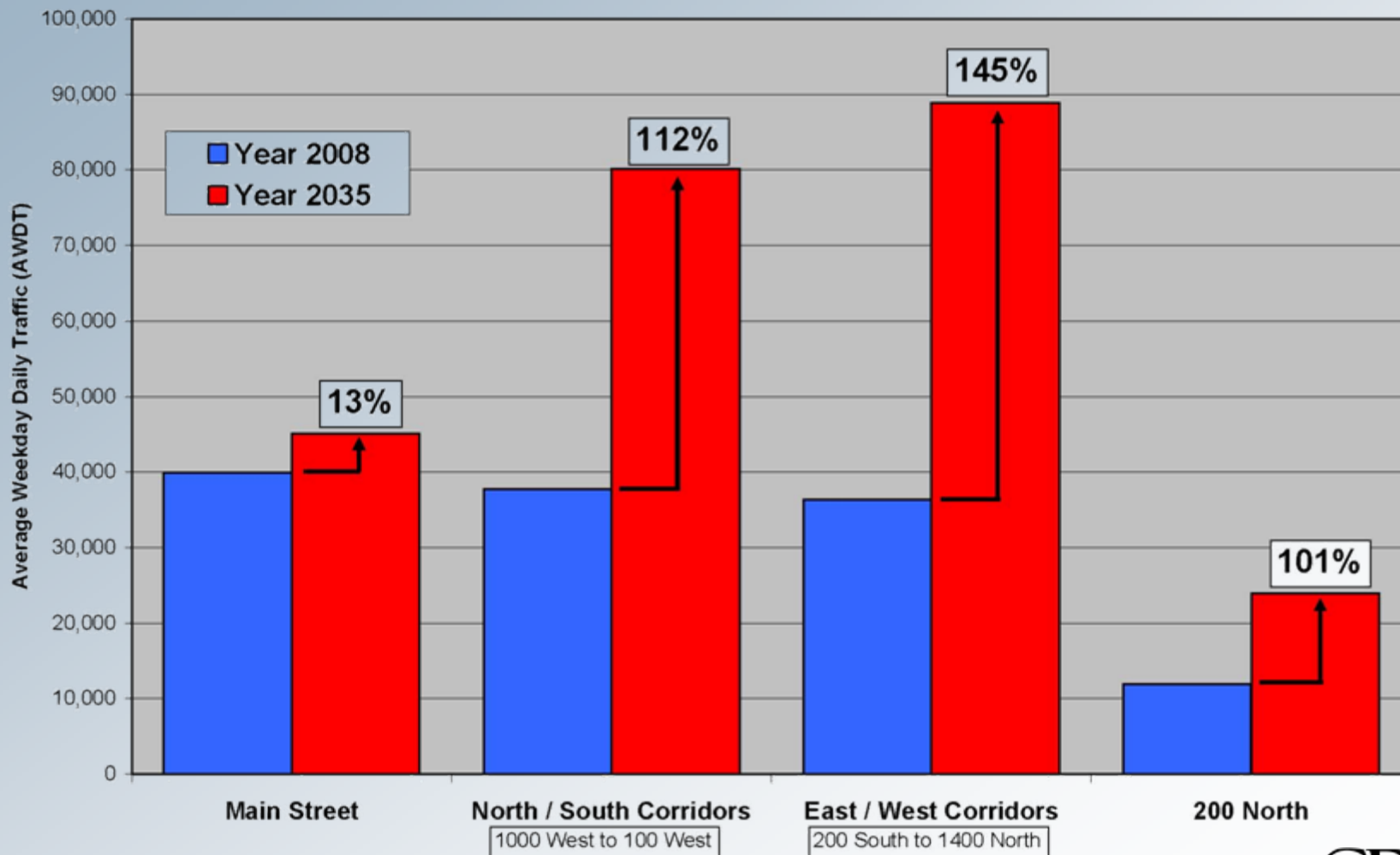
Average Travel Time

- Traffic is currently choosing other routes during peak hours to avoid congestion on Main Street
- Average travel time is faster using 200 West than Main Street or 100 West during AM and PM peak hours



Traffic Volume Comparison

Traffic Volume Comparison
Year 2008 vs Year 2035



Future Traffic Conditions

Existing SR-30 (200 North)

Exceeds **3-lane** capacity by **~Year 2013/15**

Realign SR-30 to 400 North

Would exceed **3-lane** capacity by:

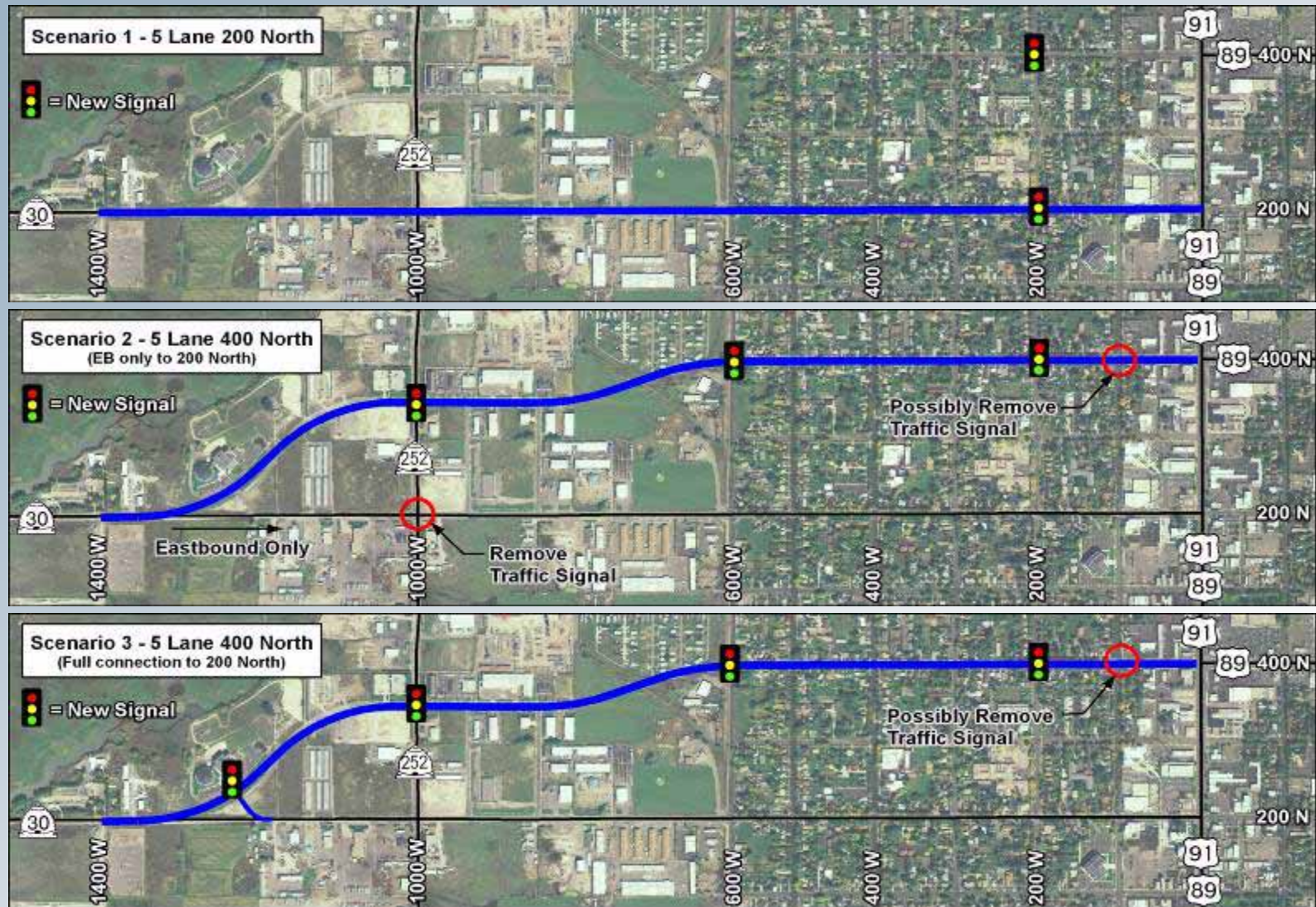
~Year 2013/15 if 200 North is “downgraded”

- No westbound connection to realigned SR-30 (eastbound only)
- Remove traffic signal at 1000 West and 200 North

~Year 2020/25 if 200 North is “maintained”

- Provide eastbound / westbound connection to realigned SR-30
- Keeping traffic signal at 1000 West and 200 North does not comply with 10th West corridor agreement

Year 2035 Build Scenarios

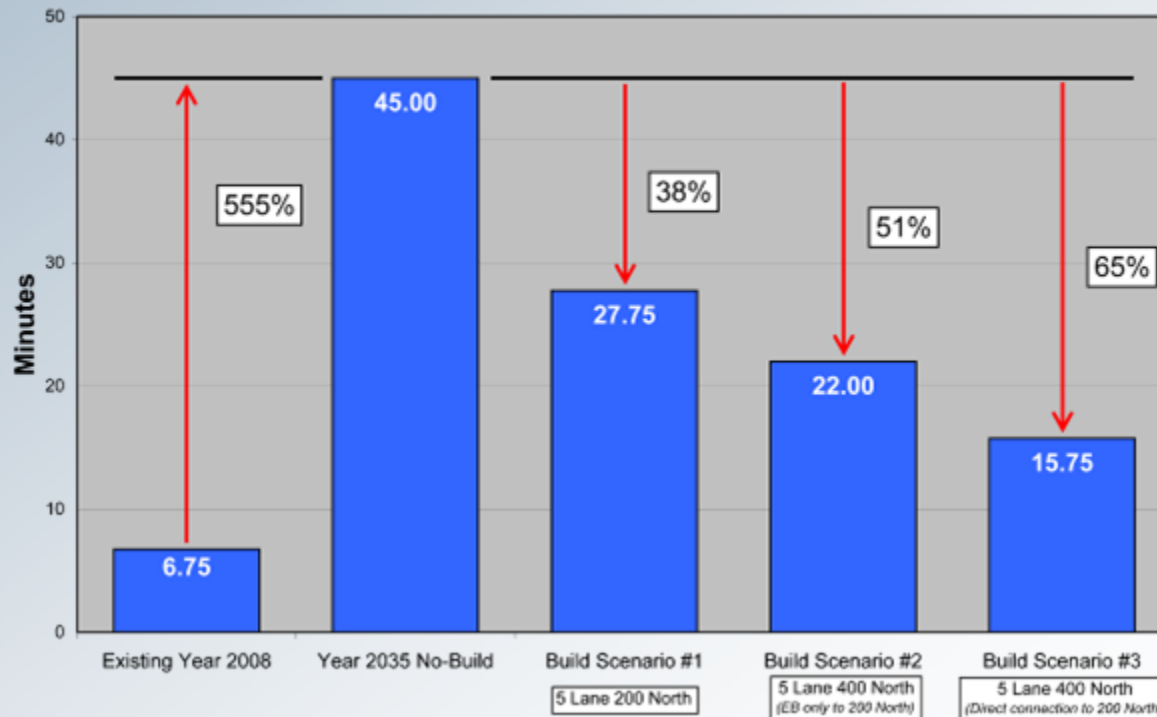


Average Travel Time



Average Travel Time (EB & WB)

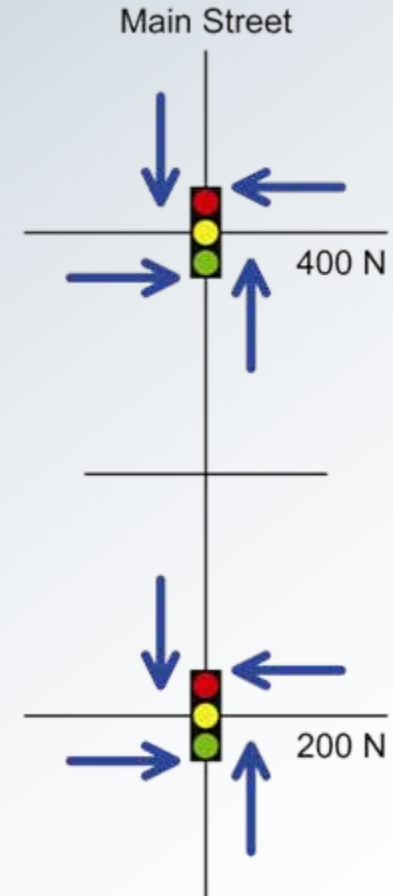
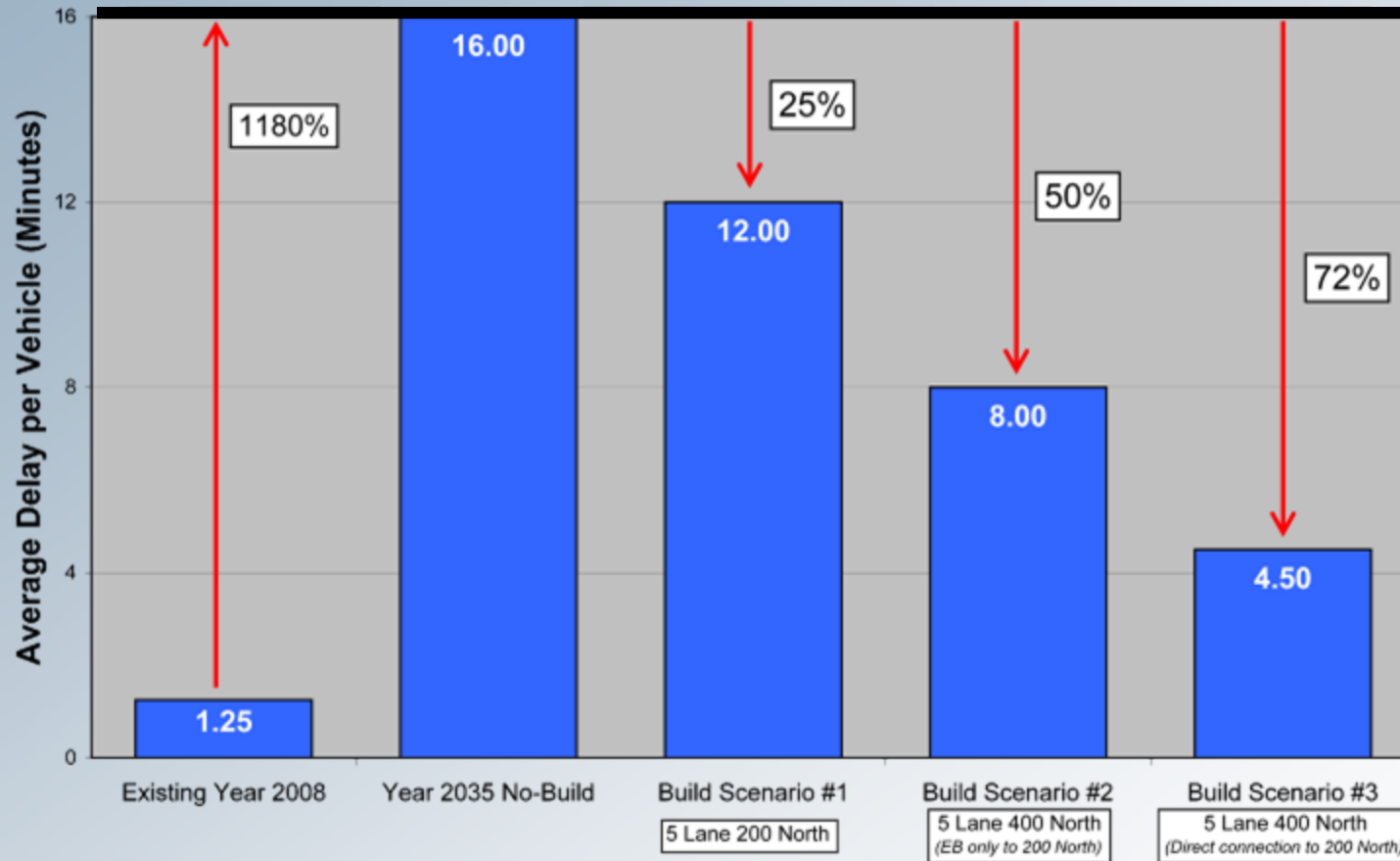
[1400 West (SR-30) to 50 East (US-89)]



Main Street Intersection Delay

Overall Average Main Street Intersection Delay

[200 North & 400 North Intersections - All Four Legs]



Future Traffic Scenario Summary

- Scenario 1 – 200 North 5 lanes – Dismiss
 - Does not achieve purpose and need objective
 - Extremely long delays, traffic volume far exceeds capacity
 - LOS F during peak hour in design year
 - Overall Main Street intersection delays = 12 minutes
- Scenario 2 – 400 North 5 lanes (200 N “downgraded”) – [Advance for further evaluation](#)
 - Improves traffic flow, traffic volume at capacity, long delays
 - LOS E during peak hour in design year
 - Overall Main Street intersection delays = 8 minutes
- Scenario 3 – 400 North 5 lanes (200 N “maintained”) – Dismiss
 - Not a viable option
 - Does not meet minimum signal spacing in 10th West corridor agreement
 - Would require intersection on 50 mph curve

Review of Suggested Solutions

- Let traffic find its own way, enforce speed limit – Dismiss
 - Existing system does not have enough capacity
 - Creates potential safety issues for school kids
- 200 North / 400 North one-way couplets – **Do not preclude**
 - Beyond the scope of this project
 - Project would not preclude couplets if Logan City desires to incorporate with north / south couplets at a later date
- Realign route along 100 East to 400 North – Dismiss
 - SR-30 would continue to occupy critical north / south capacity
 - Delays caused by two-block jog would not be eliminated
- Add turn lanes & signals – **Advance as part of the solution**
 - Increased capacity is needed throughout corridor
 - Turn lanes and signals will be evaluated as part of the solution

Adjourn to Open House

- **Questions???**
- Project team and community leaders are available to discuss the project with you
- Provide input on desired features of right-of-way section based on Scenario 2
- Provide additional comments for further consideration

400 North Existing - Residential



Existing Typical Section
400 North
600 West to 100 West



400 North Existing - Business



Existing Typical Section
400 North
1000 West to 800 West

